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Proceedings of Wilmington
and Manchester Railroad

1861



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1861

PROCEEDINGS

With respect to
OF
Thos. S. Walker
THE STOCKHOLDERS *Part*

OF THE

Wilmington & Manchester R. R. Co.,

AT THEIR

FOURTEENTH ANNUAL MEETING,

HELD AT

WILMINGTON, NORTH CAROLINA,

NOVEMBER 20TH, 1861.

WILMINGTON, N. C.:

FULTON & PRICE, STEAM POWER PRESS PRINTERS.

1861.

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OFFICERS OF THE COMPANY.

PRESIDENT :

THOS. D. WALKER.

SUPERINTENDENT :

JAMES P. ROBERTSON.

TREASURER :

JOSEPH J. LING.

SECRETARY :

WILLIAM A. WALKER.

DIRECTORS :

JOHN DAWSON,
NICHOLAS N. NIXON,
O. G. PARSLEY,
GEO. J. W. McCALL,
JOHN B. MOORE,

JOHN A. TAYLOR,
HENRY NUTT,
J. ELI GREGG,
E. W. CHARLES.
M. P. MAYES.

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LIST OF STOCKHOLDERS, November 20th, 1861.

NAMES OF STOCKHOLDERS.		NAMES OF STOCKHOLDERS.	
	Shares.		Shares.
Abbott, H J.....	6	Baldwin, W M.....	8
Alderman, A.....	1	Cowan, R H.....	11
Adams, F L.....	5 1-2	Conner, E G.....	1
Adger, Jas & Co.....	5 1-2	Creech, John.....	1
Ashe, Thos H.....	10	Crawford, W H.....	4 1-2
Ayelett, Phillip A.....	5	Carmichael, James.....	1
Aimstrong, T J.....	11	Carmichael, D M.....	1
Blanding, Jas D.....	12 1-2	Carmichael, A C.....	1
Barlow, L N.....	2	Carmichael, D.....	2
Brinkley, Wm.....	5	Cobb, W D.....	2
Bradford, W W.....	5 1-2	Coleman, Travis.....	5
Britt, W G.....	1	Craft, T O.....	1
Brown, T W.....	14	Chandler, S R.....	12
Bradley, J A.....	6	Coney, J R.....	1
Berry, H.....	5	Cotton, T J.....	1
Barden, B H.....	1	Cooper, G W.....	35 1-2
Beery, S J.....	5	Carr, C D.....	5 1-2
Bethea, W S.....	2	Cooper, F W.....	1
Bigbam, J H.....	3 1-2	Cole, John.....	1
Blossom, J R.....	3	Campbell, D D.....	2
Brearly, Rev Wm.....	1	Cowan, Thomas.....	11
Bauman, J G.....	3	Cannon, S N.....	1
Burkholder, H.....	1	Campbell, J J.....	1
Bishop, Jno.....	2	Campbell, J C.....	1
Brunson, W L.....	12 1-2	Campbell, Robert.....	6
Brown, C B.....	2	Costin, Miles.....	3 1-2
Bethea, J C.....	6	Cassidey, James.....	21
Battle, T W.....	4 1-2	Charles, E W.....	5
Battle, M E.....	4 1-2	Dickson, J H.....	10
Battle, P B.....	4 1-2	Dickinson, P K.....	40
Battle, W S.....	4 1-2	Daniel, J O.....	3 1-2
Boylston, R B.....	2	Davis, L B.....	50 1-2
Brown, T A.....	2	DeRosset & Brown.....	111 1-2
Brown, F A.....	2	Dingle, J H.....	11 1-2
Brown, J Potts.....	5	Dixon, E.....	11 1-2
Baker, Moses.....	1	Dove, Daniel.....	1-2
Bradford, Est Robt.....	59 1-2	Dyson, J H.....	1
Burr, T, Jr.....	1	DeRosset, A J, Jr.....	80
Branton, J H.....	2	Davis, J W.....	1
Barnes, S W.....	1	Daniel, J F.....	1
Barnes, E.....	2	Dudley, C H.....	15 1-2
Bradbury, J J.....	1	Dudley, W H.....	9
Barnes, B.....	2	Dunning, James.....	2 1-2
Bradley, C W.....	6	Dargan, G W.....	58 1-2
Baker, D B.....	20	Dargan, T J K.....	6
Bacot, E L.....	11 1-2	Dawson, John.....	11 1-2
Bowden, J C.....	5	Daniel, J H.....	1
Bacot, T W, Jr.....	1	Dick, T M.....	6
Baxter, B.....	5 1-2	Dyson, James.....	1
Best, C.....	5	Dawson, James & Co.....	11
Borden, M A.....	9	Durant, Elias.....	5 1-2
Barnes, E.....	1	Dudley, E B.....	9
Barden, A.....	1	Davis, George.....	22
Baldwin, W.....	2	Eagles, C A.....	5 1-2
Bacot, Peter S.....	5 1-2	Ervin, S F.....	14
Bethea, F.....	5 1-2	Ellis, C D.....	11 1-2
Belcher, G A.....	1	Enzor, John.....	1
Brown, John.....	10	Evans, Joseph J.....	5 1-2
Battle, K P.....	4 1-2	Evans, W H.....	6
Bradley, Richard.....	1002	Ervin, S J.....	5 1-2
Bartlett, J L.....	106 1-2	Ellenor, W F.....	1
Bellamy, John D.....	175	Everitt, John.....	5
Belden, M D K.....	1	Evans, C D.....	2
Bradley, G & C.....	1	Evans, Nat.....	5
Bettencourt, W C.....	12	Ervin, John F.....	51 1-2

LIST OF STOCKHOLDERS—CONTINUED.

NAMES OF STOCKHOLDERS.		LIST OF STOCKHOLDERS.	
	Shares.		Shares.
Evans, William.....	5	Hall, E. W.....	2
Eilers, H. B.....	3 1-2	Harlee, W. W.....	31 1-2
Freeman, Jesse.....	5 1-2	High, James.....	2
Foxworth, John.....	5 1-2	Harlee, Thomas, Est..	4
Frink, John.....	1	Hill, A. J.....	5
Frazer, John & Co.....	21	Hicks, J. H.....	1
Floyd, H.....	2	Hazledon, James.....	12 1-2
Fountain, John.....	1-2	Hoyt, Freeman.....	3 1-2
Fraser, William H.....	5 1-2	Hill, William.....	1
Freeman, W. E.....	1	Haynesworth, William.....	4
Foy, Joseph M.....	3	Hill, F. J.....	58 1-2
Futch, D. K.....	6	Hines, R.....	11
Fergus, Dan.....	1	Harvin, J. A.....	11
Ford, E. B.....	2	Harrington, J. T.....	1
Fuller, W. Est.....	5	Hobbs, O.....	1
French, G. R.....	21 1-2	Hays, E. W.....	1
Fennell, O.....	5	Hennegan, B. K.....	23 1-2
Fulmore, A. H.....	1	Huggins, M. A.....	1
Floyd, J. H.....	1	Harlee, P.....	3
Fulmore, J. P.....	1	Hill, William.....	1
Fillyaw, O. L.....	15 1-2	Hays, J. H.....	1
Floyd, J.....	3	Hollowell, William, Est.....	2
French, William A.....	5	Haynesworth, J. C.....	6
Flanner, J. H.....	1	Hathaway, J & Son.....	3
Foss, Mary D.....	35	Harriss, George.....	2
Gregg, D.....	1	Huggins & Brunson.....	4 1-2
Gibbs, R. W.....	5	Hill, James.....	2 1-2
Gregg, E. A.....	23	Hall, E. D.....	5
George, L.....	1	Hathaway, James L.....	25 1-2
George, D. Sr.....	12	Hulburt, O.....	3
George, D. Jr.....	1	Henning, Virginia H.....	10
Grantham, W. B.....	1	Hardy, H. B, Admr. & c.....	12
Gilchrist, D.....	10 1-2	Ioman, S.....	3 1-2
Gregg, J. L.....	2	Jewett, S.....	32
Green, E. W.....	3	Johnson, W. R.....	11
Goodman, E. J.....	2	J. J. J. S. K.....	5 1-2
Griswold, J. B.....	1	Jones, Jesse.....	2
Gregory, R. J.....	1	Jacobs, B. J.....	1
Griffin, F. A.....	1	Jones, W. G.....	2
Gregg, D. B.....	1	Johnson, R. W.....	9
Grimsley, E. Est.....	5 1-2	Johnston, W. S. Est.....	2
Gibson, J. S.....	50	Jones, A. J & T. J.....	12 1-2
Godbold, El v.....	5	Keen, J. L.....	2
Grist, A & J. R.....	11	Keith, Jesse.....	21 1-2
Gwyer, W. A.....	1	Kelley, E. V.....	2
Grant, R. H.....	5	Keith, E. A.....	1
Gibson, D.....	1	Kellogg, William.....	2
Gause, S. P.....	5	Kennedy, John.....	2
Godwin, G. W.....	1	Kennedy, Mrs C. G.....	1
Griffin, William.....	1	Knox, J. J.....	5
Godwin, G.....	1	Kahnweiler, S. B.....	1
Grant, G. P & R. H.....	6	Kahnweiler, David.....	1
Graham, C.....	1	Kidder, Edward.....	110 1-2
Griswold, B. S.....	1	Latimer, Z.....	5 1-2
Gill, Robertson.....	2	Law, E. A.....	6
Gowan, Elias.....	5	Lacoste, Stephen, Est.....	9 1-2
Gause, Benjamin.....	6	Love, William J, Jr.....	4
Gregg, J. Eli.....	41	Love, T. D.....	4
Gregg, Joseph.....	24	Lide, T. P.....	11 1-2
Gregg, D. Reese.....	1	Law, W.....	6
Hall, E. P.....	50	Lamar, G. B.....	98 1-2
Hill, B. L.....	11 1-2	Lynch, A. B.....	1
Hartsfield, A. A.....	1	Lawton, J & Co.....	3
Harriss, W. W.....	3	Lawton, Joseph.....	5 1-2
Hall, J. G.....	5 1-2	Love, J. D.....	6

LIST OF STOCKHOLDERS—CONTINUED.

NAMES OF STOCKHOLDERS.		NAMES OF STOCKHOLDERS.	
	Shares.		Shares.
Lippitt, J. J.	1	Moore, B. F.	11
Laspeyre, W. H.	1	McRae, Alex, Sr.	55
Lawton, M.	5 1-2	Moore, J. B.	48
Lippitt, W. H.	1	Moore, J. S.	48
Leggett, H. B.	1	Murray, E.	11 1-2
Lide, F. J.	23	Munds, J. T.	2
Larkins, Wm.	1	McLeod, T. G., Est.	5 1-2
Muldrow, W. A.	47	Montgomery, Jos.	3
McLellan, C.	2	McIlhenny, Thomas C.	1
McQueen, J. R.	2 1-2	Maltsby, Josiah.	68 1-2
Muldrow, J. H.	3 1-2	McInnis, M.	4
Martin, M. H.	1	Maultsby, Jno. A.	20
Morriss, S. W.	6	Mallett, O. B. Beatty, H. W., Ex.	41 1-2
Mills, W. E.	5	McRae, Col. John.	36
McBride, S. Est.	59 1-2	McRae, W. H.	10
Matthison & Simmons.	2	Mayes, M. P.	11 1-2
Moses, F. J.	20	Nixon, N. N.	139
McFarlan, A.	5	Nettles, J. B.	11 1-2
Manning, W.	5 1-2	Norton, Jno.	1
McCall, G. J. W.	86	Nixon, Jere.	10
McClenaghan, M. A.	112 1-2	Nichols, Averet.	5
McCorkle, F. M.	11 1-2	Nobles, Jo.	1
Miller, C. B.	14	Nance, A. N.	2
McRae, Jno, Jr.,	4 1-2	Nixon, H. R.	1
Meares, J. B.	1-2	Northrop, I.	39 1-2
McCloskey, C.	1	Nutt, Henry.	167 1-2
Meares, Alf.	1	Neff, Joseph H.	3
McCloskey, J. A.	1	Owens, A. D. G.	2
McLaurin, Jo.	1	Perrin, E. R.	3 1-2
Musgrave, D. H.	1	Phillips, N.	1
McMillan, Danl.	11 1-2	Prescott, C.	5
McCutchen, Geo.	11 1-2	Pridgen, G.	2
McQueen, Hon. J.	6	Pierce, L. H.	1
Myers, G. I.	10 1-2	Powell, Jos.	24
McKay, J.	2	Page, J. F.	1
Morrison, M. R.	1	Person, S. J.	2
McClammy, Geo. A.	5 1-2	Plowden, W. E.	18
McClammy, Luke.	5	Perritt, D. Sr.	4
Muldrow, R. B.	6	Pritchett, J. H.	1
Myers, C. D.	8	Price, A. L.	1
McIntyre, A.	12	Perrin & Hartsfeild.	1
McInnis, D.	1	Page, Alex.	1
Munro, D.	3	Purnell, E. A.	9
McClenaghan, H.	10	Parrott, H. M.	2
Myers, Geo.	3	Pettigrew, J. A.	16 1-2
Metts, J. E.	1-2	Prigge, Geo.	1
Myers, C.	4	Pitts, J. M.	5 1-2
McRae, D.	22	Powell, M.	6 1-2
McRae, J. C.	6 1-2	Powell, J. C.	3 1-2
McCall, Wm.	12	Powell, F. K.	1
Mullins, Wm. S.	7	Peirce, W. W.	1
McCall, J. N.	1	Powell, A. F.	6 1-2
Mellet, F. M.	10 1-2	Powell, A.	10
Morriss, Laz.	7	Peck, Geo. A.	1
Murphy, P.	11	Parsley, O. G.	1142 1-2
Muldrow, W. J.	9	Potter, Gilbert.	38 1-2
Muldrow, G. C.	16 1-2	Richardson, V.	5 1-2
Milling, D. C.	1	Rouse, Josh, Sr.	5 1-2
Mayer, Jos.	3	Rembert, E. T.	5
Meares, Jno.	1	Ramsey, Willis.	29
Mitchell, B. F.	11 1-2	Rountree, Jas.	2
Martin, A.	5 1-2	Russ, J. W.	5
McIver, A. E.	5	Rouse, J. W.	3
Morse, C. C.	11 1-2	Roberts, J. E.	2
McCaleb, A. B.	1	Robeson, T. F.	5

LIST OF STOCKHOLDERS—CONTINUED.

NAMES OF STOCKHOLDERS.		NAMES OF STOCKHOLDERS.	
	Shares.		Shares.
Rowell, W B.....	2	Taylor, J A.....	20
Rogers, Wm & Co.....	5 1-2	Teller, S & D.....	4 1-2
Robinson, J M.....	2	Teller, S * D & Co.....	2
Repton, A P.....	6	Tolar, J J.....	1
Reynolds & Co.....	5	Todd, Jno.....	1
Robinson, Wm.....	1	Timmons, Jno M.....	54
Rembert, J W.....	5 1-2	Town of Wilmington.....	1000
Reaves, R H.....	2	Utley, W R.....	1
Rankin, R G.....	1	VonGlabn, H.....	1
Robertson, Jas P.....	142	Vail, T L.....	1
Rodgers, Jno A.....	1 1-2	White, A, Jr.....	2
Smith, W G.....	2	Walker, T D.....	57 1-2
Scoules, I.....	1	Witherspoon, J B.....	25
Smith, Jas.....	5 1-2	Williamson, B F.....	49 1-2
Smith, D.....	2	Watson, I H.....	3
South Carolina R R Co.....	154	Wilcox, Jno.....	1
Smith, J L.....	5	Williamson, J J.....	1
Smith, W H.....	4	Wilson, J D.....	5
Savage, H R.....	5	Wilson, I D.....	6
Smith, Alva.....	6	Wilson, H H.....	6
Smith, Peter.....	5	Wilson, Wm T.....	5
Sims, A D, Est.....	16 1-2	Williams, B F.....	37
Smith, J D.....	2	Wells, H H.....	6
Shooter, B.....	3	Witherspoon, J E.....	11 1-2
Shooter, G E.....	1	Wilson, J E, Est.....	10
Smith, Aug.....	46 1-2	Wilds, S H.....	25
Sumter, F.....	9	Williams, Bright.....	2
Scarboro, R J, Est.....	2	Wright, J G.....	12
Singletary, J W.....	5	Wright, Rachel.....	6
Smith, Samuel.....	3	Williamson, T C.....	5 1-2
Stephens, E H.....	1	Wright, T H.....	60
Stansell, G.....	1	Walsh, T R.....	5
Summersett, J H.....	1	Wanet, A A.....	2
Sikes, M P.....	1	Wilds, P A.....	11
Smith, J H.....	1	Wright, W A.....	29
Sansbury, D J W.....	1	Wood, D G.....	1
Spencer, J F.....	2	Woods, S A.....	1
Sampson, James.....	7	Wood, J B.....	1
Solomons, J R.....	3 1-2	Witherspoon, H G.....	5 1-2
Stewart, R P.....	2	Williamson, Lott.....	2
Smith, Wm L.....	2	Wallace, S D.....	1
Smith, Stephen.....	2 1-2	Worth, T C.....	1
Savage, Henry.....	5	Worley, E.....	1
Solomons, D.....	2 1-2	West, J W S.....	1
Smith, Alfred.....	3 1-2	Williams, R D.....	1
Singletary, R L.....	7	Wooten, Richard.....	5
Smith, Charles, Trustee.....	20	Wingate, W H.....	1
State of North Carolina.....	2600	Watson, Isham.....	12
Thornton, Wm.....	2	Wilmington & Weldon R R Co.....	1102
Thompson, Wm, Guard.....	3	Zimmerman, J P.....	23
Thompson, Thos.....	1		

PROCEEDINGS.

WILMINGTON, N. C., Nov. 20th, 1861.

The Stockholders of the Wilmington and Manchester Rail Road Company, at their Fourteenth Annual Meeting, assembled in the Court House this day, at 10½ o'clock, A. M.

On motion of Thos. D. Walker, Esq., Dr. J. P. Zimmerman, of Darlington District, South Carolina, was called to the Chair, and Rev. Jno. M. Timmons and Wm. A. Walker were appointed Secretaries.

On motion, the Secretaries were constituted a Committee to examine and verify proxies, and report the number of shares of stock represented.

The Committee reported that a majority of stock was represented, whereupon the Chairman declared the meeting duly organized and ready to proceed to business.

Thos. D. Walker, Esq., then read the report of the President and Directors, and submitted the same, with the accompanying reports of other officers, which were received.

On motion, the meeting adjourned to 2½ o'clock, P. M.

At 2½ o'clock, the meeting re-assembled.

Additional Stockholders appeared in person and by proxies, which were properly verified.

On motion of Gen. S. R. Chandler,

Resolved, That the report of the President and Directors, with the accompanying reports of other officers, be adopted by this meeting.

On motion of S. D. Wallace, Esq.,

Resolved, That a Committee of three be appointed by this meeting to confer with Committees from the Wilmington and Weldon, and Wilmington, Charlotte and Rutherford Rail Road Companies, in regard to building a bridge across the Cape Fear River, and to report the result of such conference to the Board of Directors of this Company.

The Chairman announced the following gentlemen as composing said Committee: Thos. D. Walker, N. N. Nixon and O. G. Parsley.

On motion of Gen. S. R. Chandler, it was resolved to proceed forthwith into an election for President for the ensuing year; and the Secretaries, with Jno. McLaurin, Esq., were appointed a Committee to manage the election and count the votes.

The meeting then proceeded to ballot for President, which resulted in the *unanimous* election of Thos. D. Walker, Esq.

On motion, the Stockholders then proceeded to ballot for ten Directors, which resulted in the election of the following gentlemen: John Dawson, Jno. A. Taylor, O. G. Parsley, Henry Nutt, N. N. Nixon, E. W. Charles, Jno. B. Moore, Geo. J. W. McCall, J. Eli Gregg and M. P. Mayes.

While the election was being held for Directors, Mr. Parsley introduced the following preamble and resolution, which was adopted, after much discussion:

"WHEREAS, The practice of authorizing or permitting the free transportation of persons and property over Rail Roads is believed to be a growing evil, and subject to great abuse, and unless properly restricted, may result in great injustice to the Stockholders. Therefore

Resolved, That the President and Directors of this Company are hereby instructed to adopt such rules and regulations as will enable them to lay before the next general meeting of the Stockholders a correct statement of the number of persons, and the quantity of property, if any, transported over the Road of this Company, or any part thereof, free of charge, during the next ensuing twelve months, and the amount which would accrue under the regular charge on such free transportation—and that they report the same to the next annual meeting."

On motion of Thos. D. Walker, Esq.,

Resolved, That the next Annual Meeting of this Company be held in the town of Wilmington, N. C., on Wednesday after the fourth Monday in November, 1862.

On motion, Geo. R. French, Esq., Rev. Jno. M. Timmons and Wm. R. Utley, Esq., were appointed a Committee to audit the accounts for the ensuing year.

On motion, the thanks of the meeting were tendered to the Chairman and Secretaries.

On motion, the meeting adjourned.

JNO. P. ZIMMERMAN, *Chairman*.

JNO. M. TIMMONS, }
WM. A. WALKER, } *Secretaries*.

PRESIDENT AND DIRECTORS' REPORT.

PRESIDENT'S OFFICE, W. & M. R. R. Co., }
Wilmington, N. C., 20th Nov., 1861. }

To the Stockholders :

The President and Board of Directors submit for the consideration of the Stockholders the Fourteenth Annual Report upon the affairs of the Company for the fiscal year closing on the 30th September last.

It is with no small degree of satisfaction that, in rendering to you an account of our charge for the past year, we are enabled to do so in a manner gratifying to ourselves, and we trust acceptable to you. Had circumstances so ordered it that we should have been compelled to present your affairs in an aspect not so prosperous as it has heretofore been our province to do, still there might have been no cause for distrustfulness in the future promise of the Road. But such is not the case. An examination of our condition will inspire the most casual observer with renewed confidence in the permanent merit of our Road. The means of testing the accuracy of this assertion are afforded in the accompanying tables setting forth the year's operations, having a due regard to the circumstances under which the work has been done. In times of peace and prosperity, when productions are constantly on the increase, and exchangeable values are following their accustomed avenues of trade and commerce, and all the industrial interests of the country are in their normal condition, it would naturally be expected that with a properly located Road its revenues should be not only maintained, but every year bring with it a fair addition to its business. But when these have been deranged by such causes as are at present existing, it was to have been expected that Railroad interests would have greatly suffered in a decline of their usual receipts. This, however, has not been the case with us. Though the ordinary sources whence we have heretofore derived our receipts have measurably failed under the general depression in fur-

nishing to us their accustomed contributions, yet being in the line of connection between the extremes of the country, our Road, by this position, has realized larger receipts than heretofore.

Annexed will be found the Report of the General Superintendent, together with the Account Current and Exhibit of the Treasurer and the customary tabular statements showing the amount of work accomplished during the year. These last will embrace in detail the character of the work, the points to and from which it has been done, and the sources whence spring the revenue of the Road. To these you are referred as giving you a minute insight into the operations of the Road.

From the Abstract of Receipts, it will be seen that the total earnings for the year have been \$473,463 85. From the Abstract of Expenditures, that the cost of operating has been \$214,522 25—leaving the nett earnings amounting to \$258,941 60. The nett earnings have been 10.41 per cent. upon the entire cost of the Road. After deducting interest paid, they have been 17.52 per cent. upon the capital stock, and without making this deduction, they have been 22.8 per cent.

A comparison of the business of the past year with that of the preceding one will show the following results:

A loss upon Way Travel.....	25,068 55
“ “ “ Freight and minor sources.....	23,759 17
“ “ “ Mails.....	6,432 87
	<hr/>
	\$55,260 59
A gain from Through Travel.....	\$59,265 92
	<hr/>
Difference.....	\$4,005 33

This difference, which is but the difference between the aggregate receipts of last year and the one preceding, shows but a slight increase in the business of the Road for the past year; but, in itself, does not present the proper and true comparison between the two years. The correct comparison would be between the nett earnings. The Superintendent's report shows that the cost of operating has been less by \$35,247 95 the last, than the previous year. Every diminution in expenditures, as well as increase in receipts, tending to enlarge the nett revenue, these two sums taken together indicate the nett earnings for the year, in excess of those for the year before. The nett earnings for the year preceding the last were \$219,688 32. Those for the year just closed \$258,941 60.

The Treasurer's Exhibit will show that the entire amount

which has passed through his hands for the fiscal year has been.....\$553,257 85

His disbursements have been..... 329,700 24

Assets in hand at the close of the year..... 223,557 61

\$553,257 85

These disbursements are composed of the following items:

Operating expenses of Road for the year,.....\$214,522 25

Balance of Interest and premium on Exchange, 60,041 82

Amount of Debt reduced for the year,..... 5,168 69

Interest on anticipated payments on Capital Stock paid in Stock,..... 2,915 89

Amount paid on account of Construction,..... 8,360 77

Amount paid on account of filling Trestle, 9,517 63

On account of Engine Rotunda and Foundations, 7,910 76

Balance of Subscription to Stock of the Cape Fear and Ocean Steamship Navigation Company, 5,250 00

For building Wharf and foundations for Warehouse, including materials furnished for same, 14,524 68

Paid for Insurance,..... 1,398 75

Counterfeit money received,..... 89 00

Aggregate disbursements for the year,..... 329,700 24

To which add assets on hand,.. 223,557 61

Total,.....\$553,257 85

The capital stock of the Company has been increased this year to the amount of \$4,763 51. Of this, \$2,915 89 has been paid in accrued interest on anticipated payments on account of Capital Stock. The remainder, \$1,847 62, has been paid in cash or its equivalent.

There has been about the same amount absorbed in construction which there was for the last two or three years. The amount paid for filling Trestle is considerably in excess of what it was the year before. During that year there was a very small force engaged in filling, hardly more than a mere nominal one, but at the commencement of the past year it was determined to occupy a much larger force than had been usually applied to this work, and to undertake the embankment of some of the largest work of this character on the Road. Consequently, the force organized for the year has been chiefly engaged at the Trestle Work on the Great Pee Dee. Before undertaking it ourselves several efforts were made to have the work done by contract, but all these were

unavailing. Either from the magnitude of the work or from fears of the effect of miasmatic fevers upon the health of laborers remaining at the swamp through the summer season, or from a diversity of opinion as to the compensation which should be allowed, no contractor could be found to undertake it. Under these circumstances, deeming it very desirable that a beginning should be made upon a work of so much importance, one too which would necessarily consume a good deal of time before its completion, it was begun by the Company. The quantity of work done during the year has been considerable, as stated in the Superintendent's Report. To what extent it may with safety be continued cannot at this time be stated. We are satisfied, however, that the larger portion of the distance between the bank and the river may be filled. To do this will require parts of several years, so that the inundations in the meantime, to which this stream is so subject, will have afforded ample opportunity for testing the propriety of prosecuting the work, and of marking out the limit to which it may be extended.

In the last annual report it was stated that the Board, feeling the urgent necessity for more extended accommodations for the transportation business at this terminus of the Road, had selected a site for the erection of a suitable warehouse. The location selected rendered it necessary that before a commencement had been made upon the warehouse, a wharf of proper dimensions should be constructed. This has been done. We have a large and commodious wharf, and the foundation piles driven and plans ready for going to work on the warehouse, all adapted to what we consider the prospective demands of our business, upon the return of an auspicious season for entering upon it. This work, which we had hoped to have had very nearly, if not entirely completed, by this time, has been postponed from prudential considerations. It will not, however, be postponed beyond a period when we shall feel justified in executing it.

The indebtedness of the Company is as follows:

First Mortgage Bonds,.....	\$596,000 00
Second " "	200,000 00
Income "	174,000 00
Bonds secured by hypothecation of Stock in Wilmington & Weldon Rail Road Company,.....	75,000 00
Bills Payable,.....	24,351 77
Other liabilities, (see Treasurer's account current,)	21,779 80

\$1,091,131 57

As will be seen, the amount of indebtedness reduced this year is \$5,168 69. Upon the completion of the Road, after exhausting all of our means which had been derived from the negotiation of bonds and the subscriptions made by individuals, we had incurred a very considerable debt which it was found at the time impracticable to fund. Heretofore it has been our constant aim and effort to liquidate this floating debt, and hence all of the surplus available means of the Company have been directed to that end, until now we may be said to have reduced it to an almost nominal amount. We felt assured that so soon as this could be effected, then being possessed of a great public enterprise such as ours is, with a property costing some two and a half millions of dollars, with a debt of about only one million, and this in a funded shape, and having amongst our assets stocks amounting to some two hundred thousand dollars, we should then have placed our Road upon a firm and solid footing.

At the last annual meeting it was declared by the Stockholders that, from the condition of the Company as then presented, they were entitled at some early day to receive some remuneration upon their investment in the way of dividends. Though this declaration was true in view of the profits which had been realized for that year, yet, in consideration of the fact that these profits had been disposed of by applying them towards a reduction of the debt, a portion towards meeting a balance of the debt for which stock had been hypothecated, and a larger portion towards removing floating debt, it was not deemed prudent to make a dividend at that time, though the Board felt extremely desirous of doing so at the earliest moment; but better a little longer to await events, and when done, it could be done with safety and without incurring any risk of embarrassment to our finances. It was consequently postponed until the month of October when the Board declared a dividend of nine per cent., payable to Stockholders on and after the 1st of November, three per cent. of which was due to the Stockholders in compliance with their expressed wish, and six per cent. for the current year. Though a large dividend for the first one ever declared by the Company, an inspection of the revenue of the Road for the year's business will fully vindicate the propriety of it. The receipts for the fiscal year have been larger than they have ever been before. The expenditures for operating have been below what they have been for several years. After paying this dividend there will then remain a surplus on hand to provide for any future contingency.

The Stockholders, at the same meeting, passed a resolution instructing the Board to take steps for raising a sinking fund to provide for the debt of the Company. The Board, in compliance with this resolution, have appropriated twenty-five (\$25,000) Confederate Bonds for this purpose.

The double daily mail service which has been performed by the Road for some years past has been discontinued. Upon the organization of the new Government the Department determined, with a view to retrenching the expenditures requisite for maintaining service of this class, as well as because it was not deemed absolutely necessary to the wants of the country to continue the mails with as great frequency as has heretofore been the case, to enter into contracts for the carriage of but a single daily mail. Under this new arrangement a contract was made with the Department to commence on the 1st July, and continue for two years. The compensation to be allowed was divided into three classes, according to the importance of the mails to be transported. Forming a link in the main mail route, our line was assigned to the first class. For this service we receive one hundred and fifty dollars per mile, with twenty-five per cent. additional for night service, so long as we continue to perform that service, which is now being performed under a schedule ordered by the Department. The absence of the former daily mail trains rendered it necessary that some provision should be made for accommodating the local travel of the Road, which, from considerations of comfort and convenience, had been chiefly done by those trains. To meet this requirement, it was regarded as most economical and expedient to unite the two classes of service, and daily through freight trains, with passenger coaches attached, running upon schedule, have been put into operation. Though not running at so great a speed as the former trains, we think that they will be found to answer the purposes of this travel.

At the invitation of the Post Master General a Convention of the representatives of the various Rail Road Companies assembled in Montgomery, in April last, to confer upon the change which was about to be inaugurated in the postal system. The Secretary of War, availing himself of the presence of the Convention in that city, addressed to them a communication asking their assistance in arranging some plan for the conveyance of troops and materials of war. Their deliberations resulted in their agreeing to receive for this service to the new government payment in Bonds or Treasury Notes of the Confederate States, at the rate of two cents per mile for troops and half the regular local rates for munitions, provis-

ions and materials. This portion of the business for the year has been done subject to these rates, and consequently the actual amount of work done by the Road for the year has greatly exceeded what it would have been, under ordinary circumstances, to have earned the same amount of revenue. This concession on the part of the Rail Road corporations was prompted by motives of patriotism, to aid the Government in the great cause in which it is involved and with which the destiny of us all is identified. Had there been no disturbing cause in the affairs of the country, we think that our revenue would have been much larger than it is, and we feel well assured that upon a return of peace and a resumption of their wonted avocations by our people, our Road must continue to thrive, and participate in the renewed prosperity of the country

Respectfully submitted,

THOS. D. WALKER, *President.*

REPORT OF SUPERINTENDENT.

OFFICE GEN'L SUP'T W. & M. R. R. }
Wilmington, N. C., Oct. 1st, 1861. }

T. D. WALKER, Esq., *President*,

SIR:—My fifth Annual Report of the operations of this Road for the year just closed, is herewith respectfully submitted:

The usual tabular statements, showing details in the various departments, are hereto appended.

The gross revenue of the Road has been made up as follows, viz:

Receipts from Through travel,.....	\$189,127	37
“ “ Way “	57,855	78
“ “ Freight and Minor Sources,.....	181,622	57
“ “ Mail,	44,858	13

Total,.....	\$473,463	85
Expenditures,.....	214,522	25

Leaving nett revenue amounting to.....	\$258,941	60
Against nett of previous year of.....	219,688	32

Showing an increase in nett results of.....	\$39,253	28
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Abstract of Statement D. exhibits

An increase from Through travel of.....	\$59,265	92
A decrease from Way travel,	25,068	55
“ “ “ Freight and Minor Sources,.....	23,759	17
“ “ “ Mails,	6,432	87

Or an increase in the general business over previous year of \$4,005 33.

The number of Through Passengers carried during the year has been 38,090 $\frac{1}{2}$, being 12,726 more than were carried the year preceding, or an increase of 50 per cent. in heads.

The number of Way Passengers has been 44,677 $\frac{1}{2}$, or a decrease in heads of 21,359.

The pending political troubles explain these results. The increase of Through travel being due to the transportation of

troops, while the decrease in Way travel has doubtless been occasioned by the general interruption of business, and large number of enlistments in the public service from the country contiguous to the line of the Road. Reference to Statement B. in the last four months of the fiscal year will clearly exemplify this conclusion.

The freighting business has been depressed throughout the year, and shows a large decrease, consequent upon the complete prostration of the Naval Store trade and other operations connected with the interior productions.

An accumulation of Naval Stores and other produce has taken place in the country tributary to the Road, which will be offered for transportation as soon as our commercial ports are opened and trade revives. This will furnish active business for the Road during the period of several months, and afford ample opportunity in mean time for an energetic resumption of the industrial pursuits of the interior. The exhausted supplies in the country must be replenished, and thereby good return freights will be secured.

Notwithstanding the large number of passengers moved, the many extra trains required for transportation of troops, and the consequent irregularity, no accident of serious character, involving life or limb, has occurred, excepting the single instance of a soldier who, contrary to the admonitions and warnings of the Conductor, persisted in riding on top of the car, and was killed in passing through a bridge.

In this continued immunity from painful accident we have cause for gratulation and renewed thankfulness.

The Roadway, Track and Bridges are in good and safe condition. Every reasonable precaution has been taken and will be continued to secure the track and roadway for winter's use. The ditches and embankments have received more than usual care and attention, and 48,000 cross-ties renewed.

Early last winter one hundred tons of new rail (American manufacture,) was laid in main track, with approved chairs.

A contract has been made for the immediate delivery of one hundred and fifty tons of English rail in exchange for old iron, which will be laid down as soon as received.

To maintain the track thoroughly, it will be desirable to lay down some 300 additional tons of new rail the ensuing year, and to select the best of the old rails so displaced to be cut off and re-welded in longer bars, a process which may especially recommend itself in the absence of new supplies or the great difficulty in getting the old iron re-rolled.

Cross Ties and other similar materials for Track, Bridges

and Trestles are likely to be offered in abundance at reduced prices.

Livingston Bridge has been re-built and newly housed.

Finding it necessary to re-build the bridge at Lynch's Creek, I have constructed new side track and arranged for permanent foundations and abutments of masonry. A single span, 10 ft. longer than the old bridge, will be substituted for the three short spans originally built. This will give a clear water vent in the channel of Creek, which at times is subject to capricious and dangerous floods. The East abutment of the old Bridge had become partially undermined and could scarcely have withstood the effects of another season's freshets. Piled foundations have been put down for the abutments; and the masonry is now being executed. The superstructure is framed and ready to be raised whenever the abutments are finished. The entire structure, when completed, will be the most substantial and permanent of its kind.

The renewal of the bridge at Great Pee Dee, anticipated in my last report, but not deemed urgent before next spring or summer, will complete the re-construction of all the Bridges on the line, and render this department of the Road comparatively inexpensive for many years to come.

The motive power has, in consequence of the difficulty in procuring new parts and materials for ordinary repairs, somewhat deteriorated, and for the present fewer Engines can be maintained in thorough working order than at the date of my last report. It was moreover expected, about this time, to make an addition of two new Engines, to the stock, which would have furnished relief to old Engines and afford time for executing the work of repairs. Three of the best Engines are, however, now in shop and will be repaired and again in service by the expiration of some few weeks. Materials have also been ordered for the renewal of two others. Continued exertions will be made to put the old stock in good working order. Notwithstanding increased expenses may be shown in this department, in effecting renewal of some of the Engines, the Road can thereby be placed upon a secure and independent footing and maintain a fair operating capacity, apart from foreign purchases of new motive power.

The stock of Cars for passengers is ample for ordinary demands, improved, as it will be in a short time, by the addition of two large and commodious coaches now being built in the Company's shop.

The stock of Freight Cars is still greatly deficient, and requires an addition of at least thirty Cars—which should be built whenever the materials for Trucks can be procured.

Construction has been charged with expenditures amounting to \$40,313 84, the principal items in which are \$7,910 76 for completion of Engine House, \$14,524 68 for new Wharf and foundations for Ware House, and \$9,517 63 for Trestle Filling.

By an accident to the roof of the Engine House, we are deprived temporarily of the shelter so much wanted for the Engines. The patentees and contractors were under an obligation to replace the roof, and the new work was well advanced in their shops when the blockade interposed and prevented its shipment.

The new and extensive wharf, alluded to in my last report as having been commenced, was completed early in April, and affords evidence of the skill and reliability of the contractor.

The Trestle filling in Great Pee Dee swamp has been continued, with a force of 35 hands, during the greater portion of the year. This work was commenced early in the fiscal year, and some 2,100 lineal feet have been embanked.

A new and comfortable Ware House, containing Ticket office and Passenger room, has been built at Nichols' depot, and new Tank Houses at Grist's and Maxwell's.

The officers and employees generally are commended for their ready assistance and close attention to duty.

Respectfully submitted,

J. P. ROBERTSON, Gen'l Sup't.

*The Wilmington and Manchester Rail Road Company, in
Dr. October, 1861, showing the condition of the Company*

To amount paid for Construction.....	\$2,485,488 42	
“ “ “ “ Filling Trestle.....	36,219 22	
“ “ “ “ Engine House and foundations.....	22,825 24	
“ “ “ “ Wharf, and for Warehouse foundations	14,524 68	
“ “ of interest on Stock.....	37,143 38	
“ “ paid, including prem. on Exchange,	60,041 82	
“ “ paid sundry individuals on account, including		
amount due on open accounts.....	1,697 94	\$2,657,939 70
“ “ paid for Wateree and Hamburg R. R. survey,		2,439 07
“ “ Cheraw & Darlington Rail Road Compa-		
ny on account of Stock.....		19,211 22
“ “ Wilmington & Weldon Rail Road Stock,...		201,500 00
“ “ paid for C. F. & O. Steamship Nav. Stock,		15,000 00
“ “ paid for Insurance.....		1,398 75
“ “ of Bills Receivable.....	8,970 51	
“ “ of Bonds C. S. A.....	62,650 00	
“ “ dne from P. O. Department U. S.....	8,589 97	
“ “ “ “ “ C. S. A.....	10,658 13	
“ “ “ “ Rail Roads & the South. Express Co.,	27,038 43	
“ “ “ “ Agents.....	22,919 95	
“ “ “ “ the Confederate States of America,	20,436 35	
“ “ “ “ Banks.....	19,693 22	
“ “ of Cash on hand.....	40,903 11	\$221,859 67
(E. & O. E.)		
WILMINGTON, N. C., October 1st, 1861.		\$3,119 349 41

TREASURER'S

Dr. Showing the business of the Company

1860		
Sept. 31—Cash on hand.....	3,984 65	
Bills Receivable.....	11,966 01	
Amount due from P. O. Department U. S.....	12,824 97	
“ “ “ “ Rail Roads, Steamboat Com-		
panies and Adams Express Company.....	18,798 54	
Amount due from Agents.....	9,500 18	
“ “ “ “ Individuals, (unadjusted ac-		
counts,).....	6,158 28	
Amount due from Banks.....	11,697 86	\$74,930 49
1861		
Sept. 30—Amount of Capital Stock increased this year,..	4,763 51	
“ “ charged to Negro Bonds, 1860, last		
year, charged to Transportation account du-		
ring the present year.....	100 00	
Amount of Transportation of Freight, Mail		
Passengers, &c., for this year.....	\$473,463 85	\$478,327 36

(E. & O. E.)
WILMINGTON, N. C., October 1st., 1861.

\$553,257 85

*Account Current with JOSEPH J. LING, Treasurer, to the 1st of
from the commencement of the work. Cr.*

By Capital Stock,.....		\$1,135,234 06
" First Mortgage Bonds,.....	596,000 00	
" Second ".....	200,000 00	
" Income Bonds,.....	174,000 00	\$970,000 00
" Bonds secured by Wilmington & Weldon R. R. Stock,.....	75,000 00	
" Bills Payable,.....	24,351 77	\$99,351 77
" Amount due on Negro Bonds, 1852, 1853, 1854, 1856, 1857, 1858, 1859, and 1860,.....	3,289 82	
" Amount due on Pay Rolls,.....	6,446 32	
" " " open accounts,.....	12,043 66	\$21,779 80
" " of Profit and Loss Account,.....		634 041 18
" Nett Profits of the Road for the past year,.....		258,941 60

\$3,119,348 41

WM. A. WALKER, *Secretary.*

EXHIBIT,
for the fiscal year ending Sept. 30th, 1861. Cr.

1861		
Sept. 30—Paid Current Expenses of Road this year,.....		\$214,522 25
" Interest and premium on Exchange,.....		60,041 82
Amount of Debt decreased this year,.....		5,163 69
" " Interest on anticipated payments on Capital Stock, paid in Stock,.....		2,915 89
" " paid on account of Construction,.....		8,360 77
" " " Filling Trestle,.....		9,517 63
" " " Engine House and Foundations,.....		7,910 76
" " paid for building Wharf and Founda- tions for Warehouse, and materials furnish- ed for the same,.....		14,524 68
" " paid for Cape Fear and Ocean Steam- ship Navigation Stock,.....		5,250 00
" " paid for Insurance,.....		1,393 75
" " of counterfeit money taken,.....		89 00
" " of Bills Receivable,.....	8,970 51	
" " of Bonds C. S. A.,.....	62,650 00	
" " due from P. O. Department U. S.,	8,589 97	
" " " " C. S. A.,....	10,653 13	
" " " Rail Roads and the Southern Express Company,.....	27,038 43	
" " due from Agents,.....	22,919 95	
" " " Individuals,.....	1,697 94	
" " " the Confederate States of A- merica,.....	20,436 35	
" " due from Banks,.....	19,693 22	
" " of Cash on hand,.....	40,903 11	\$223,557 61
		<u>\$532,577 85</u>

WM. A. WALKER, *Secretary.*

(A.)

ABSTRACT OF RECEIPTS

From Freights, Mails and Passengers, over the Wilmington & Manchester Rail Road, for the fiscal year, ending September 30th, 1861, with a comparison of the same with the Receipts of the preceding twelve months.

DATES.	PASSENGERS.										FREIGHT.	Minor Sources.	MAIL.	TOTAL FROM ALL SOURCES.
	THROUGH.		WAY.		Amount fm Through passengers.	Amount fm Way passengers.	TOTAL.							
	East.	West.	1st Class.	2nd Class.										
1860.														
October.....	422	1,439½	4,406	643	8,906 85	6,509 20	15,416 05			\$15,176 30	\$767 94			\$31,360 35
November.....	466	1,175	3,816	523	8,079 23	5,644 05	13,723 28			13,989 71	1,492 65			29,205 64
December.....	685½	786½	3,929½	2,008	7,335 93	8,164 05	15,499 98			8,620 67	1,364 16	\$12,825 00		38,309 81
1861.														
January.....	557½	857½	3,422½	1,135	6,909 55	6,431 80	13,341 35			10,736 97	1,316 55			25,394 87
February.....	552½	610	2,942	604	6,019 98	4,438 05	10,457 03			14,178 71	1,175 19			25,810 92
March.....	500	840	2,746½	556	6,128 24	4,121 45	10,249 69			18,063 18	2,106 46	12,825 00		43,214 33
April.....	1 626½	666	3,422½	404	8,842 06	4,462 75	13,304 81			11,871 85	1,879 62			27,056 28
May.....	558½	499	3,149½	369	6,902 95	4,323 00	11,225 95			9,349 67	1,343 59			21,919 21
June.....	12 591	505½	2,392½	357½	52,873 89	3,302 81	56,176 70			11,276 10	1,284 15	12,825 00		81,561 95
July.....	10 084½	552	2,329½	734	34 191 48	3,702 91	37,894 39			17,381 41	3,511 25			58,787 05
August.....	5 16½	743½	1,844	568½	23,327 35	2,871 96	26,199 31			11,430 44	2,882 23			40,511 98
September.....	4 263½	738½	1,663	712	19,610 86	3,883 75	23,494 61			15,650 71	4,773 01	6 383 13		50 301 46
Total.....	2,677½	9,413	36,063½	8,614	\$189,127 37	\$57,855 78	\$246,983 15			\$157,725 77	\$23,896 80	\$44,858 13		\$473,463 85
Previous year.....	10 923½	14 441	53 880	12,156½	\$129,861 45	\$82,924 33	\$212,785 78			\$192,600 47	\$12,781 27	\$51,291 00		\$469,458 52

RECAPITULATION.

Receipts from Through Passengers.....	\$189,127 37
" " Way.....	57,855 78
" " Freight and Minor Sources.....	181,622 57
" " Mail.....	44,858 13
Total.....	\$473,463 85

(B.)

ABSTRACT OF EXPENDITURES

On the Wilmington and Manchester Rail Road for the fiscal year ending 30th September, 1861, with a comparison of the same with the Expenditures of the preceding twelve months.

DATES.	ROADWAY DEPARTMENT—REPAIRS.				STATIONS.		REPAIRS OF LOCOMOTIVES.		REPAIRS OF PASSENGER COACHES.		REPAIRS OF FREIGHT CARS.	
	REPAIRS OF TRACK.		BRIDGES & TRESTLES.		Pay of Agents, hands and labor.	Cost of Materials.	LABOR.	Cost of Materials.	LABOR.	Cost of Materials.	LABOR.	Cost of Materials.
	Pay Over	seers and hands, subsistence, clothing, medical bills, &c.	Cost of Materials.	LABOR.								
1860												
October,.....	1,851 47		964 59	395 56	1,058 36	70 87	1,674 25	1,185 35	313 35	382 00	355 85	648 80
November,.....	3,077 36		674 76	513 89	991 82	101 75	1,631 72	40 46	462 58	512 28	339 22	198 35
December,.....	2,119 33		685 41	229 25	1,046 47	12 00	1,698 92	26 25	529 31	235 10	443 73	1,540 09
1861												
January,.....	3,192 56		1,048 51	505 90	1,696 82	33 71	1,245 49	406 10	393 39	701 86	279 97	471 85
February,.....	2,212 25		2,551 91	332 87	830 82	38 98	1,217 84	222 40	308 93	1,221 38	230 50	733 50
March,.....	2,905 86		1,870 88	407 33	963 22	.....	1,078 71	571 93	337 68	355 11	200 00	661 68
April,.....	2,783 92		549 85	468 44	1,013 22	17 15	1,288 98	64 07	469 86	652 01	250 62	795 85
May,.....	2,847 68		2,082 48	471 07	1,615 76	79 60	1,282 80	12 38	257 28	255 36	239 11	144 40
June,.....	2,229 77		1,394 80	482 86	829 22	87 35	1,157 25	.....	200 00	107 70	8 75	533 80
July,.....	2,371 35		650 32	607 24	1,072 65	33 21	1,274 12	697 07	416 45	450 09	200 00	54 95
August,.....	1,623 21		1,026 78	464 70	791 32	36 05	1,271 40	76 20	393 42	17 75	200 00	68 65
September,...	23,118 09		1,381 05	3,829 87	3,885 84	2 25	2,449 74	258 72	532 28	13 76	602 47	152 60
Total,.....	\$50,332 85	\$14,890 74		\$8,704 98	\$15,843 30	\$572 92	\$16,411 22	\$3,560 93	\$4,604 53	\$4,904 40	\$3,350 22	\$6,004 53
Previous year,.....	\$46,951 79	\$24,130 16		\$8,284 62	\$11,836 17	\$1,730 18	\$12,233 42	\$24,305 39	\$4,397 46	\$6,027 72	\$7,949 90	\$10,456 78

(B.)
ABSTRACT OF EXPENDITURES—CONTINUED.

DATES.	Wood and Coal.	Oil, Fluid, Tallow and Waste	Printing and Advertising.	Pay of Engineers and Firemen.	Pay of Conductors.	Pay of Train Hands.	Lost Baggage, Lost and Damaged Goods and Stock Killed.	FERRY.	Office Expenses: Stationery, &c	Salaries of Principal Officers.	Miscellaneous.	TOTAL Expenditures.
1860.												
October.....	1,051 87	935 30	31 75	1,560 82	410 00	206 21	125 00	288 46	37 43	800 00	20 28	14,425 26
November....	1,691 21	26 05		1,256 40	432 50	180 39	1,080 13	276 99		800 00	695 00	15,480 85
December....	1,393 80	172 61		1,661 92	410 00	197 10	63 66	823 02		800 00	136 57	13,304 11
1861.												
January.....	778 77	213 46	535 65	1,244 68	410 00	568 54	1,340 82	249 52	31 16	800 00	276 06	17,840 21
February.....	1,843 50	229 40	15 00	1,239 81	410 00	235 85	129 48	458 92	10 00	800 00	139 68	16,502 25
March.....	838 75	783 31		1,212 02	464 19	441 12	120 42	214 39	2 00	800 00	39 91	15,259 64
April.....	939 92	678 9	41 55	1,302 00	410 00	199 16	4,970 61	348 61	27 12	800 00	169 50	18,449 46
May.....	1,647 79	840 84	129 87	1,258 00	400 00	257 05	114 53	309 30		800 00	83 66	15,402 84
June.....	588 04	48 35		99 13	410 00	173 96	305 22	384 71		750 00		11,180 16
July.....	1,473 85	326 85	144 87	1,010 76	444 50	94 80	101 40	409 01	28 84	785 00	144 90	13,941 67
August.....	1,312 98	616 99	6 00	1,024 67	453 00	139 80	151 29	346 73	117 50	750 00	245 89	11,463 04
September....	1 23 49	599 43	28 50	1 436 87	425 00	\$6 924 70	163 75	1,793 20		793 66	849 11	50,632 66
Total.....	\$4,805 99	\$1,472 01	\$933 19	\$5,215 25	\$5,091 13	\$9,618 68	\$6,685 45	\$5,422 86	\$254 05	\$9,481 68	\$2,700 49	\$214,522 25
Previous year.	\$13,414 49	\$1,916 00	\$1,190 83	\$18,561 23	\$1,950 00	\$9,137 90	\$6,685 45	\$4,547 30	\$592 66	\$9,408 69	\$2,307 96	\$249,770 20

(C.)
ANNUAL COMPARATIVE ABSTRACT OF RECEIPTS.

D DATES.	PASSENGERS.									
	THROUGH.		WAY.		Amount 'm		TOTAL.		Received for trans- portation U. S. Mail.	GRAND TOTAL.
	East.	West.	1st Class.	2d Class.	through pas- sengers.	Amount 'm	way pas- sengers.	Amount 'm		
From 1 Dec., 1853, to 1st Dec., 1854, 12 mos	14,261	15,759	32,154	9,525	\$150,419 25	\$54,940 73	\$205,359 98	\$94,949 11	\$30,090 27	\$330,399 35
" 1 " 1854, " 1 " 1855, 12 "	16,086	16,733	35,375	10,341	164,321 15	63,368 98	227,690 03	142,155 50	49,229 19	419,075 22
" 1 " 1855, " 1st Oct., 1856, 10 "	15,576	14,701	30,845	10,621	155,499 92	52,983 17	208,483 09	100,550 50	35,603 01	344,636 60
" 1st Oct. 1856, " 1st " 1857, 12 "	17,808	21,645	42,910	9,326	203,127 91	68,377 28	271,505 19	148,260 73	42,750 00	462,515 92
" 1 " 1857, " 1 " 1858, 12 "	13,409	14,699	43,821	8,800	139,813 74	70,697 05	210,510 79	128,930 95	42,750 00	382,191 74
" 1 " 1858, " 1 " 1859, 12 "	11,849	16,728	48,392	11,110	141,063 45	75,376 77	216,439 22	165,725 83	44,887 50	427,043 55
" 1 " 1859, " 1 " 1860, 12 "	10,923	14,441	43,886	12,156	129,861 45	82,942 33	212,785 78	165,381 74	51,291 00	469,458 52
" 1 " 1860, " 1 " 1861, 12 "	28,677	9,413	36,063	8,614	189,127 37	57,855 78	246,983 15	181,622 57	44,858 13	473,463 85

(D.) STATEMENT

Exhibiting the difference in Receipts, as compared with the preceding twelve months.

DATES.	THROUGH PASSENGERS.		WAY PASSENGERS.		Freight & minor sources.		MAILS.		TOTAL.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
1860.										
October.....		4,031 49		49 20		1,050 53				5,131 22
November.....		4,378 22		1,401 70		954 33				6,734 25
December.....		6,506 71		3,595 64		5,118 37				15,310 72
1861.										
January.....		9,466 38		3,868 33		2,216 50				15,551 21
February.....		8,637 57		1,925 55		193 21				10,761 33
March.....		5,601 08		2,040 45		1,118 77				8,760 30
April.....		932 98		915 35		2,215 50			367 57	
May.....		2,174 21		1,443 61		7,784 75				11,402 57
June.....	46,485 12			2,118 79		5,249 84			39,116 49	
July.....	27,836 56			2,538 74		2,616 83			27,914 66	
August.....	16,093 27			3,325 79		2,149 02			10,619 46	
September.....	10,669 61			1,845 40		2,752 58			6,432 87	
Total.....	\$101,084 56	\$41,818 64		\$25,068 55		\$4,834 73			\$78,018 17	\$74,012 84
Difference.....	\$59,265 92			\$25,068 55		\$23,759 17			4,005 33	

(E.)
STATEMENT

Of Receipts, from Freight from October 1st, 1860 to October 1st, 1861.

1860 & 1861.	From Wilmington West.	At Wilmington.	At Florence Way Stations.	At Kings- ville, from Way Sta- tions.	From Florence to Way Stations.	From Kingsville to Way Stations.	Way Freight.	By Passenger Trains.	Minor Sources.	TOTAL.
1860.										
October	3,697 84	8,711 98	833 90	804 85	444 00	577 63	106 16	625 63	142 31	15,944 30
November ...	2,469 74	9,137 08	712 29	548 65	269 07	568 95	283 93	1,163 54	329 11	15,482 36
December	1,473 26	5,462 70	348 80	140 91	368 39	585 09	241 52	1,266 10	98 06	9,984 83
1861.										
January	3,628 58	5,625 99	214 60	243 74	268 05	497 10	258 91	1,158 93	177 62	12,053 52
February	4,874 48	7,556 33	229 70	335 00	434 27	648 75	100 17	1,134 89	40 30	15,353 89
March	9,333 97	6,714 88	90 55	202 52	674 68	704 65	341 93	1,925 49	180 97	20,169 64
April	4,082 37	6,191 98	95 80	126 51	490 85	759 21	125 13	1,379 18	500 44	13,751 47
May	4,980 26	3,423 60	93 00	30 35	271 17	424 98	126 31	756 49	587 10	10,693 26
June	5,385 79	3,072 95	32 11	7 35	1,420 30	1,301 38	56 22	1,284 15	.....	12,560 25
July	5,571 74	5,805 58	.....	.....	4,995 79	974 71	33 59	2,491 71	1,019 54	20,892 66
August	4,117 86	2,012 06	17 42	.....	2,946 68	2,328 52	7 90	2,000 68	881 55	14,312 67
September ...	3,974 53	373 87	6 20	.....	4,349 13	6,946 98	.....	2,187 23	2,585 78	20,423 72
Total	53,590 42	64,089 00	2,674 37	2,439 88	16,932 38	16,317 95	1,681 75	17,354 02	6,542 78	181,622 57
Previous year, 1860	\$55,759 39	\$109,273 72	\$4,510 20	\$4,236 56	\$8,512 27	\$8,571 29	\$1,737 04	\$8,741 05	\$4,040 22	\$205,381 74

W. H. MACRAE, Agent.

(F.) STATEMENT of the Principal Articles of Produce received at Wilmington, for the twelve months ending 30th September, 1861.

FROM	Barrels Tar.	Barrels Turpentine.	Barrels Spirits Turpentine.	Barrels of Rosin.	Bales Cotton.	Feet of Timber and Lumber.	Shingles and Shaves.
East of Flemington	77	332	.....	.....	.....	48,355	372,186
Flemington .....	.....	11	169	423	.....	.....	.....
Bogue Swamp	256	46	617	2,893	.....	.....	38,850
Whiteville	143	.....	886	2,526	27	.....	.....
Peacock's Grist, &c.....	204	4	4,424	18,030	1	578,110	.....
Cerro Gordo and Drake's ..	249	.....	534	2,059	3	15,896	.....
Fair Bluff .....	.....	.....	1,757	6,254	73	.....	.....
Nichols', Galloway's &c....	92	.....	2,517	5,095	242	.....	.....
Mullen's and Grist's, .....	.....	.....	403	1,416	368	.....	.....
Marion.....	.....	.....	103	250	2,313	.....	.....
Mar's Bluff .....	.....	.....	.....	.....	544	.....	.....
Big Pee Dee .....	.....	.....	.....	.....	137	.....	.....
Florence .....	.....	419	3,914	258	6,055	.....	.....
Timmons ville .....	.....	.....	245	985	492	914 001	.....
Cartersville and Lynchburg ..	.....	75	1,114	3,849	1,768	252,257	.....
Mayesville .....	.....	.....	339	1,199	355	8,800	.....
Sumter .....	.....	.....	753	1,642	510	.....	.....
Manchester .....	.....	.....	.....	.....	238	.....	.....
Kingsville .....	.....	.....	532	133	154	.....	.....
Total	1,021	887	18,307	47,012	13,280	1,817,419	411,036
Previous year	1,505	4,213	40,433	145,627	3,537	2 707,693	443,401

W. H. MACRAE, Agent.

(G) STATEMENT of the No. Bales of Cotton Received at Kingsville, from October 1st, 1860, to October 1st, 1861.

DATE.	Manchester,...	Sumter,.....	Mayesville,...	Lynchburg,...	Florence,.....	Cartersville,...	Timmons ville,...	Marion,.....	Total,.....
1860									
October,	350	717	578	3	.....	.....	.....	.....	1,648
November,	304	578	327	.....	2	.....	.....	.....	1,211
December,	3	88	118	.....	.....	.....	.....	.....	241
1861									
January,	185	244	131	.....	.....	.....	.....	.....	560
February,	276	472	69	.....	.....	.....	.....	.....	817
March,	162	133	81	.....	.....	.....	.....	.....	376
April,	146	108	51	.....	.....	.....	.....	.....	305
May,	3	8	8	.....	.....	.....	.....	.....	19
June,	6	.....	.....	1	.....	.....	.....	.....	7
July, .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
August, .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
September, .....	.....	2	.....	.....	.....	.....	.....	.....	2
Total,	1,487	2,350	1,363	4	2	.....	.....	.....	5,186
Amount last year.....	2,390	3,778	2,071	317	.....	27	22	.....	8,605

WM. H. SHAW, Agent, Kingsville, S. C.

LOCOMOTIVE TABLE.

NAMES OF ENGINES.	Number, . . .	When put in service.	By whom built.	CHARACTER OF ENGINE.				Present condition.	Number of miles run 'm Oct. 1, 1860, to Oct. 1, 1861.	Cost of repairs.	Cost of repairs per mile run.
				CYLINDER.		DRIVERS.					
				Diam- eter inches.	Stroke inches.	No.	Diam- eter feet.				
PASSENGER.											
Gen. Sumter, . . .	1	Oct., 1851.	Hinkley & Drewry.	13	22	4	5	Under repairs.	3,192	70 72	02 2
Bruswick, . . .	3	Sept., 1852.	Norris & Bros.	11½	24	"	5½	Condemned.	12,816	117 36	00-9
Gen. Marion, . .	5	Nov. "	"	"	"	"	"	Running order.	3,992	145 23	03-6
Gen. McQueen, .	6	Jan., 1853.	"	"	"	"	"	"		767 25	
Gen. McRae, . . .	9	"	"	"	"	"	"	"			
Wm. S. Ashe, . .	10	"	"	"	"	"	"	"			
Gov. Dudley, . .	12	Feb., "	"	"	"	"	5	"	24,411	262 83	01-1
Robt. H. Cowan, .	13	May, "	"	"	"	"	5½	"	28,952	476 36	01-6
Wm. B. Meares, .	14	"	"	"	"	"	"	"	25,900	1,318 17	05-1
Robt. Muldrow, .	18	"	"	"	"	"	"	"	23,781	903 43	03-1
No. 19, . . .	19	July, 1856.	Rodgers, Ketcham & Grosvenor.	13	22	"	5	"	29,380	635 70	02-2
No. 20, . . .	20	Oct., "	Boston Locomotive Works.	14	"	"	"	Under repairs.	25,172	582 16	02-3
FREIGHT.											
No. 21, . . .	21	March, 1857.	M. W. Baldwin & Co.	13	24	"	5	Running order	32,679	571 95	01-8
No. 22, . . .	22	Jan., 1858.	"	"	"	"	"	"	25,793	999 35	03-9
Wilmington, . . .	2	May, 1852.	Norris & Bros.	11½	"	"	4	"	4,284	168 53	04-0
Darlington, . . .	4	"	"	"	"	"	"	"	8,470	393 76	04-8
John J. Moore, . .	7	Jan., 1853.	"	"	"	"	"	"	1,900	264 94	13-9
Columbus, . . .	8	"	"	"	"	"	"	"		793 58	
Gen. Horry, . . .	11	Feb., "	"	"	"	"	"	"	1,050	21 39	02-0
A. Lazarus, . . .	15	March, "	"	"	"	"	"	"	8,724	366 20	04-2
James Owen, . . .	16	"	"	"	"	"	"	"	6,732	288 42	04-3
Alex. Anderson, .	17	Dec., "	"	"	"	"	"	"	4,004	399 73	10-0
No. 23, . . .	23	April, 1860.	M. W. Baldwin & Co.	13	"	"	4½	"	17,888	168 07	00-9
No. 24, . . .	24	"	"	"	"	"	"	"	18,256	74 71	00-4
									312,376	\$9,789 82	03-1

LOCOMOTIVE TABLE—CONTINUED.

NAMES OF ENGINES.	Number, ...	USED				MILES RUN TO A				Cost pr mile for Wood.		
		Cords of Wood.	Gallons of Oil.	Pounds of Waste.	Pounds of pack- ing.	Pounds of Tallow.	Cost of Wood.	Cord of Wood.	Gallon of Oil.		Pound of Waste.	Pound of Tallow.
PASSENGER.												
Gen. Sumter,.....	1	99	30	40	2	.....	162 01	32	107	80	.....	0 5 1
Brunswick,.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0 2 4
Gen. Marion,.....	5	190	75	79	10	36	303 28	66	171	162	356	0 6 5
Gen. McQueen,.....	6	168	56	58	17	27	262 75	24	71	69	148	.....
Gen. McKee,.....	9	.....	.....	.....	.....	.....	88	.....	.....	.....	.....	.....
Wm. S. Ashe,.....	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gov. Dudley,.....	12	536	191	257	23	160	838 42	46	130	95	153	0 3 4
Robt. H. Cowan,.....	13	569	210	262	22	216	876 78	51	138	112	134	0 3 0
Wm. B. Meares,.....	14	458	169	220	14	186	710 67	57	153	118	139	0 2 7
Robt. Muldrow,.....	18	547	193	265	20	189	844 03	53	149	109	152	0 2 9
No. 19,.....	19	611	198	290	11	283	961 32	48	148	101	104	0 3 3
No. 20,.....	20	547	204	281	17	254	862 36	46	123	89	99	0 3 4
FREIGHT												
No. 21,	21	575	212	283	31	163	915 87	57	154	115	200	0 2 8
No. 22,.....	22	533	166	230	17	179	825 38	48	155	112	144	0 3 2
Wilmington,.....	2	195	204	198	31	169	243 49	22	21	22	25	0 5 7
Darlington,.....	4	163	79	121	15	36	243 81	52	107	70	235	0 2 9
John J. Moore,.....	7	346	240	338	52	76	515 72	.....	.....	.....	.....	.....
Columbus,.....	8	.....	2	3	3	2	1 12	.....	.....	.....	.....	.....
Gen. Horry,.....	11	42	32	13	7	5	64 36	25	33	81	210	0 6 1
A. Lazarus,.....	11	345	94	106	15	47	549 97	25	93	82	185	0 6 4
James Owen,.....	16	345	69	72	23	36	539 28	19	97	94	187	0 8 2
Alexander Anderson,.....	17	152	30	24	9	10	227 72	26	133	167	400	0 5 8
No. 23,.....	23	717	187	159	42	162	1,092 34	25	96	113	110	0 6 1
No. 24,.....	24	587	104	133	24	153	933 48	31	175	137	119	0 5 1
		7,726 1/2	2,745	3,432	405	2,389	\$11,975 04	40	114	91	131	0 3 9

L. B. LYONS, Master Mechanist.

REPORT OF THE AUDITING COMMITTEE.

To the Stockholders of the W. & M. R. R. Co.,

GENTLEMEN :—

We beg leave to report that we have faithfully discharged the duties assigned us in the examination of the Books of the Company, and take pleasure in stating that they have been well kept, the entries of which are sustained by proper vouchers.

For the amount expended on various accounts during the past year, we beg leave to refer you to the Treasurer's Exhibit, where it will be found in correct detail as taken from the books.

We also take pleasure in stating that the Road is in a good and safe condition.

Respectfully submitted,

GEO. R. FRENCH, } *Auditing*
JNO. M. TIMMONS, } *Committee.*

Wilmington, N. C., Nov. 19th, 1861.





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Makers
Syracuse, N. Y.
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